

**Subpart 92.01—Hull Structure****§ 92.01-1 Application.**

(a) The provisions of this subpart, with the exception of § 92.01-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 92.01-90.

**§ 92.01-2 Incorporation by reference.**

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish a notice of change in the FEDERAL REGISTER and make the material available to the public. All approved material is on file at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC, and at the U.S. Coast Guard, Office of Design and Engineering Standards (G-MSE), 2100 Second Street SW., Washington, DC 20593-0001 and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part and the sections affected are:

*American Society for Testing and Materials (ASTM)*

100 BARR HARBOR DRIVE, WEST  
CONSHOHOCKEN, PA 19428-2959

ASTM F-1196, Sliding Watertight Door Assemblies, 1989 .....	92.01-13
ASTM F-1197, Sliding Watertight Door Control Systems, 1989 .....	92.01-13

[CGD 88-032, 56 FR 35825, July 29, 1991, as amended by CGD 95-072, 60 FR 50464, Sept. 29, 1995; CGD 96-041, 61 FR 50729, Sept. 27, 1996; CGD 97-057, 62 FR 51045, Sept. 30, 1997]

**§ 92.01-5 Vessels subject to load line.**

(a) For vessels assigned a load line, see subchapter E (Load Lines) of this chapter, for special requirements as to strength, closure of openings, etc.

**§ 92.01-10 Structural standards.**

(a) In general, compliance with the standards established by the American Bureau of Shipping, see subpart 90.35 of

this subchapter, will be considered as satisfactory evidence of the structural efficiency of the vessel. However, in special cases, a detailed analysis of the entire structure or some integral part may be made by the Coast Guard to determine the structural requirements.

**§ 92.01-15 Special consideration.**

(a) Special consideration will be given to the structural requirements for small vessels or vessels of an unusual design not contemplated by the rules of the American Bureau of Shipping.

**§ 92.01-90 Vessels contracted for prior to November 19, 1952.**

(a) Existing structure previously approved will be considered satisfactory so long as it is maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standard as the original construction.

**Subpart 92.03—Navigation Bridge Visibility****§ 92.03-1 Navigation bridge visibility.**

Each cargo and miscellaneous vessel which is 100 meters (328 feet) or more in length and contracted for on or after September 7, 1990, must meet the following requirements:

(a) The field of vision from the navigation bridge, whether the vessel is in a laden or unladen condition, must be such that:

(1) From the conning position, the view of the sea surface is not obscured forward of the bow by more than the lesser of two ship lengths or 500 meters (1,640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision extends over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must